Oakland Army Base, Transit Shed
(Building No. 161)
East of Dunkirk Street and South of Burma Road
Oakland Army Base
Oakland
Alameda County
California

HAER No. CA-125-A

HAER
CAL,
1-OAK,
12-A-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
Western Region
National Park Service
U.S. Department of the Interior
San Francisco, California 94102

HAER
CAL,
1-OAK,
12-A-

HISTORIC AMERICAN ENGINEERING RECORD

Oakland Army Base, Transit Shed
(Building 161)

HAER No. CA-125-A

Location: East of Dunkirk Street and South of Burma Road
Oakland Army Base, Oakland, Alameda County, California

UTM: Northing - 4184900
Easting - 560150
Quad: Oakland West

Date of Construction: 1942

Architect: Quartermaster Corps.

Builder: Bechtel-McCone-Parsons

Original Owner: United States Army

Present Owner: United States Army

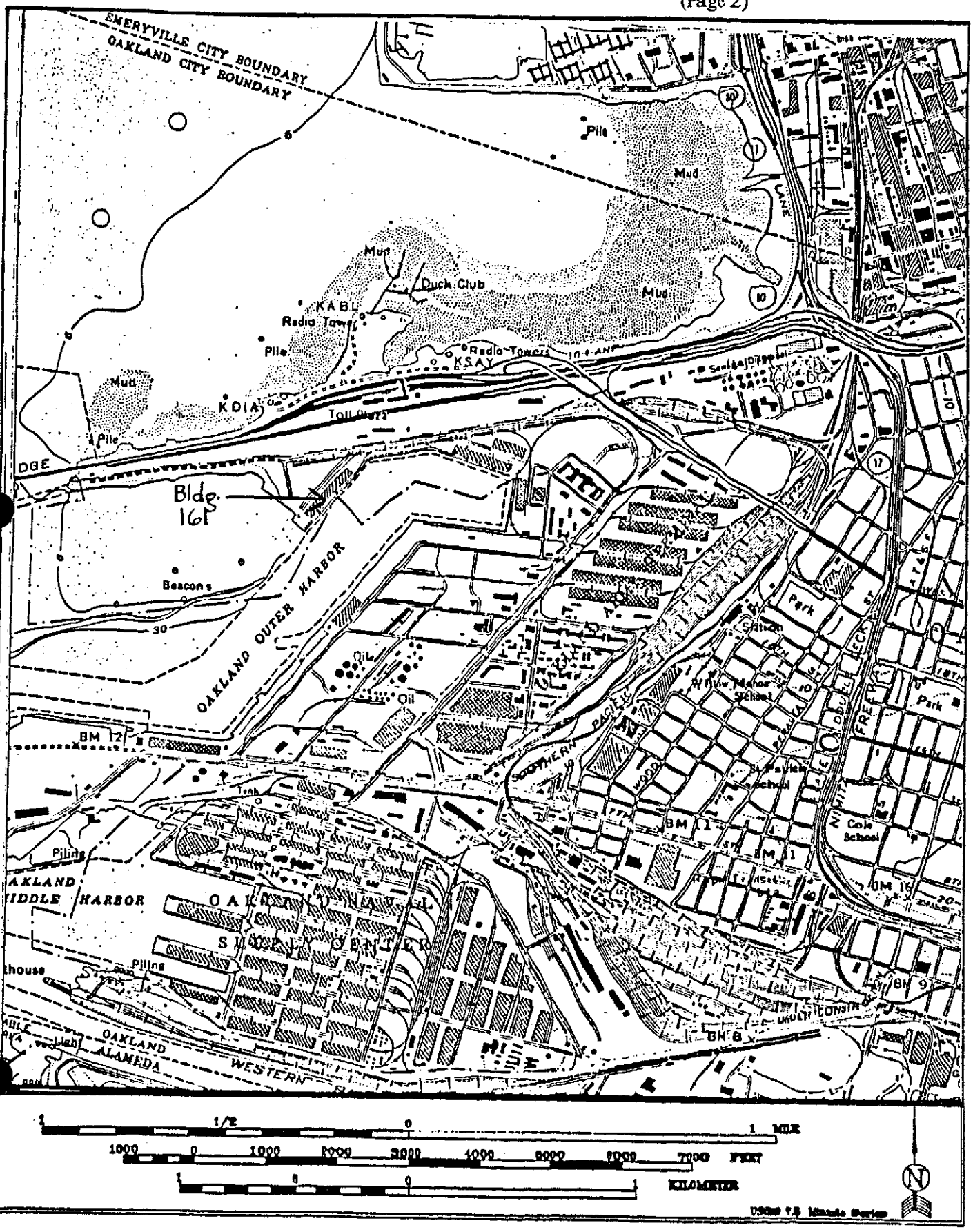
Original Use: Transit shed

Present Use: Vacant

Significance: Oakland Army Base (OARB) was planned and constructed at a time when military planners recognized that the West Coast would have a vital role in responding to Japanese aggression during World War II. OARB is significant at the local, state, and national level of significance for its role as part of the San Francisco Port of Embarkation (SFPE) during World War II. SPFE served as the center for coordination of West Coast military requirements of moving materials and troops to and from Pacific Ocean areas of operation.

The logistical area of OARB, including Pier 7 which Building 161 is located, made accommodations for an increasing number of vessels during World War II and beyond. The base was organized to move, store, and ship cargo. On the eastern end of the base, rail tracks formed a marshalling yard where rail car shipments of supplies were received from the two transcontinental lines adjoining the base. From here, Army-owned diesel locomotives moved the carloads from spurlines to designated warehouses. These quarter-mile-long warehouses, designated according to type of cargo, were built at the same time as the wharves. Outbound shipments were then lifted from warehouses and open storage areas to the waterfront. Here, the shipments rested in the transit sheds temporarily until Army fork lift trucks positioned them for lifting onto ships docked at the wharves.

Figure 1


EMERYVILLE CITY BOUNDARY
OAKLAND CITY BOUNDARY
Mud
Pile
Duck Club
KABL
Radio Towers
KSAY
KDIA
Toll Gate
OGE
Bldg. 161
Beacons
OAKLAND OUTER HARBOR
Oil
BM 12
Pilings
OAKLAND MIDDLE HARBOR
OAKLAND ARMY BASE
SUPPLY CENTER
Lighthouse
OAKLAND
ALAMEDA
WESTERN PACIFIC
Park
Willow Manor School
St. Patrick School
Cole School
BM 1
BM 16
BM 9
BM 8
1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
KILOMETER
N

Built for storage of materials awaiting water shipment, Building 161 had an important role in military transportation. It represent the massive mobilization effort made for the Second World War and is a rare example of a World War II wood temporary building.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of Erection: Building 161 was completed in December 1942.

2. Architect: The Quartermaster Corps, U.S. Army, produced and revised the 700-series plans that were used in the construction of Building 161.

3. Original and subsequent owners. United States Army

4. Builder, contractor, suppliers: Construction of Building 161 is the result of a contract between the Bechtel-McCone-Parsons Corporation and the Quartermaster General's Office. The Bechtel-McCone-Parsons Corporation was contracted as architect-engineers with the construction of the Port of Embarkation and General Depot facilities, including Building 161 which, at that time, was called Building 127. [1] Actual suppliers were not found during this study. However, the suppliers are most likely contractors from the Bay Area because the common practice for mobilization construction was to use local contractors.

5. Original plans and construction: Original plans for Building 161 were located at the OARB Engineering Office. Copies are included as supplemental materials at the end of this report. In these early drawings, Building 161 is called Building 127. Drawings include: plot plan & transverse section, 70'-0" truss, typical section & details, elevations & wall sections, stair & toilet room details, and end wall framing.

6. Alterations and additions: Completion of major alterations listed in the real property cards include installation of a partition in the offices of Pier Officer and Pier Superintendent and the enclosure of the area under interior stairs which lead to the upper level on May 7, 1964. Completion of construction of floor to ceiling walls on the building's east side on March 31, 1979, is another major alteration that the property cards report. Alterations noted in the field survey include replacement of all windows and doors with the exception of some windows and doors on the building's north elevation and in the original office space. All loading doors are replacements. New lighting fixtures were found on the interior and exterior of the building. The building's surroundings have also been altered over the years. There were originally two wharfside transit sheds used for the temporary storage of supplies. Half of one of these transit sheds (#141) has been demolished and the other half is planned for demolition as a condition of a lease agreement. Wharves 6 and 7 have both undergone rehabilitation work since they were built in 1943, and the wharves and transit sheds experienced serious structural damage from the October 1989 earthquake. Original railroad tracks remain along

the transit shed sides. Buildings 5, 6, and 70, located adjacent to the administration buildings, are all relatively new (1982, 1966, and 1951, respectively). [2]

B. Historical Context

Between 1916 and 1936, privately-owned buildings had been constructed on the land that would become Oakland Army Base. Some of these buildings are believed to be associated with private shipyards from which supplies moved to European battlefronts during the first world war. [3] After the land was acquired by the War Department, the U.S. Army removed a majority of these buildings before beginning new construction in 1941. [4]

In 1940, officials of the San Francisco Port of Embarkation (SFPE), Fort Mason, California, recommended acquiring a partially-developed site in the Oakland Outer Harbor for port expansion. The same year, a three-man Army planning board, headed by Commander Brigadier General John Lee, looked for a site with adequate highway and railroad facilities, a harbor with cargo ship berthing space, and expansion possibilities. [5] In 1941, this plan was approved, and construction and operations started that same year. [6]

Piers A, B, 1, 2, and 3 were already in place at the Oakland Outer Harbor when the initial negotiations began. In June 1941, Pier #3 was purchased from the Oakland Port Authority, the rest of the piers were leased later. [7] The city of Oakland did not like the Army's interest in the Oakland Harbor. The Oakland Board of Port Commissioners publicly protested the Army's plans, predicting economic loss resulting from port facilities being tied up with Army activities. The War Department acquired the first 74-acre parcel of land as "military necessity" in January 1941. Litigation between the Army and the city of Oakland over the seizure of the outer harbor lasted throughout the war.

Prior to World War II, filling activities began in the base area to elevate what was then submerged tidelands. Filling in mud flats and construction of buildings began in April 1941. [8] The majority of the six million cubic yards of fill dirt came from excavated hillsides in Berkeley and Richmond, California.

A 1941 engineering report proposed construction of Building 161 "for storage of materials awaiting water shipment." [9] Cargo was moved from nearby warehouses and open storage areas to Building 161 and other transit sheds. From here, outbound shipments were lifted onto ships docked at the wharves.

Oakland Army Base was a part of a group of facilities called the Port of Embarkation, for supplies shipped outside of the United States, and this was linked with another group called the General Depot, for supplies shipped within U.S. western areas. Both of these facility groups required work. The U.S. Quartermaster Corps supervised initial construction. Soon afterward, construction responsibilities were legally transferred to the Army Corps of Engineers in December 1941 when the Quartermaster Corps became overloaded with required military construction. [10]

The base was a part of the San Francisco Port of Embarkation (SFPE), playing an important role in accommodating the transportation needs of World War II. SFPE served as the center for coordination of West Coast military requirements of moving materials and troops to and from Pacific Ocean theaters. The San Francisco Port of Embarkation, headquartered at Fort Mason in San Francisco, was the center for coordination of West Coast military transportation requirements. Its main responsibility was logistical support and movement of troops to and from Pacific theaters. [11] In July 1942, that responsibility shifted to the Transportation Corps, a new part of the supply system, created in July 1942 by the War Department. The Transportation Corps operated this port and all Ports of Embarkation. [12]

The Army's personnel processing facility was at Fort McDowell, approximately seven water miles from Fort Mason on Angel Island. Fort McDowell and Fort Mason were connected by a daily ferry service. Following the Japanese bombing of Pearl Harbor, the SFPE was changed to a logistical system made up of two inadequate installations. This port facility consisted of SFPE headquarters at Fort Mason and the personnel facility at Fort McDowell, together they could accommodate only four vessels at any one time. [13] More facilities were needed.

Commander Brigadier General John Lee headed a three-person planning board which chose a partially-developed area in the Oakland Outer Harbor as an alternative site. With slightly more than twenty-five percent of its facilities complete, Oakland Sub-Port of Embarkation (later renamed Oakland Army Base) was officially commissioned on December 8, 1941, and limited operations began. Still inadequate for wartime demands, War Department planners chose a site 44 miles from Fort Mason to supplement the already existing sites. This fourth site, opened in May 1942 and named Camp Stoneman, spread over 2,500 acres, making it the largest single component of SFPE. [14]

Thus, just a few months after the outbreak of World War II, Oakland Army Base became one of four primary military facilities making up the SFPE. The SFPE served as the "pipeline to the Pacific" during the 45 months of war. Two-thirds of all troops and over one-half of all Army cargo sent into the Pacific moved through West Coast ports . [15]

The Oakland complex was made up of two areas. One, the post of Camp John T. Knight was created on July 28, 1942, to aid "housekeeping problems" associated with development of the Oakland Army Base. [16] This part included barracks, a chapel, movie theater, post exchanges, etc. The second operational part of the base included wharves, warehouses, and the sheds leased from the adjacent municipal Port of Oakland, cargo operations started before the base was completed in 1943. [18] Piers 4 and 5 were completed in early 1942. Piers 6, 6-1/2, and 7, plus seven new berths of the harbor mud flats, were completed by February 1, 1943. Large pier transit sheds, including Building 161, were also constructed. [19] The base was completed in 1943 at a cost of approximately thirty-five million dollars and became the SFPE's largest single cargo terminal facility, containing thirteen deep draft ship berths, 27 miles of rail trackage, over 175 structures, and millions of square feet of covered and open storage. [20] In 1943, the installation was renamed Oakland Army Base (OARB), after the site expanded into a complete terminal facility. [21]

Oakland Army Base was constantly involved in Pacific war zone activities throughout its function as a strategically important cargo facility. Germany's surrender in mid-1945 resulted in OARB's busiest period, as Army troops and supplies prepared for the final assault on Japan. [22]

The end of World War II turned OARB into a processing center for returning soldiers and a surplus distribution center. [23] In 1946, Camp John T. Knight was functionally and physically combined with Oakland Army Base discontinuing the name Camp Knight. [24]

In 1950, the base responded to the Korean conflict with drastically increased activity. During the Korean War, OARB became the busiest port on the Pacific Coast, shipping 7.2 million measurement tons of cargo overseas during the three active years of the war. Cargo loadings rose five hundred percent and remained at this level until the armistice agreement was signed in 1953. [25]

In 1955, Oakland Army Base became Oakland Army Terminal when the SFPE was reorganized as the U.S. Army Transportation Terminal Command, Pacific. [26] On February 15, 1965, five Military Traffic Management and Terminal Service (MTMTS) traffic regions were established; one being the Western Traffic Region, with headquarters at Oakland, California. [27] As a result of the reorganization, the Oakland Army Terminal was redesignated as Oakland Army Base on July 1, 1965.

During the Vietnam War, OARB became the center of the largest Army port complex in the world, operated by the Military Ocean Terminal Bay Area (MOTBA), a subordinate command of Military Traffic Management Command, Western Area (MTMCA). [28] Over thirty-seven million tons of cargo passed through MOTBA and its associated commercial piers during the eight-year Vietnam War. [29]

Toward the end of the Vietnam conflict, containerization revolutionized the marine terminal and ocean shipping industry [30] and reduced the need for transit facilities like building 161.

After the decline in the shipment of military cargo, following the war in Vietnam, OARB started leasing facilities to the Port of Oakland, civilian firms, and Department of Defense (DoD) agencies. Although it no longer exists, responsibilities of the SFPE continue to be carried out by the Military Traffic Management Command, Western Area (MTMCWA). It manages military traffic, land transportation and common-user terminal service for the Department of Defense (DoD). MTMCWA is presently headquartered at Oakland Army Base. [31]

OARB is home to Military Traffic Management Command, Western Area (MTMCWA) headquarters, plus two subordinate activities - the Military Ocean Terminal Bay Area (MOTBA) and U.S. Army Garrison. The MTMCWA is responsible for military traffic throughout the Western United States and the Pacific Ocean. [32] MOTBA provides common-user ocean terminal services for cargo moving through Northern California. The Garrison supports the OARB population with supplies, facilities engineering, base security, and community and family activities.

On October 17, 1989, the city of Oakland was rocked by a major earthquake, measuring 7.1 on the Richter Scale. The seawall beneath Building 161 was damaged and liquefaction began to undermine

the building's foundation. Structural members within the building were torn apart. That very night, installation personnel worked to stabilize the damaged building and prevent its total collapse. The building was soon cleared of all goods and salvageable equipment and has not been used since.

Footnotes

[1] Bechtel-McCone-Parsons Corps. Proposed Additions Port and General Depot "Program C-1". Engineering Report No. 1282-2, Rev. 1. December 1, 1941/ U.S. Army, Oakland, California.

[2] King, Gregory. Historic Architecture Survey Report Part VII: Subarea D: Oakland Army Base. Volume 4. Office of Environmental Analysis Department of Transportation, Sacramento, California. August 1990

[3] Ibid.

[4] Ibid.

[5] King, Gregory. Historic Architecture Survey Report Part VII: Subarea D: Oakland Army Base. Volume 4. Office of Environmental Analysis Department of Transportation, Sacramento, California. August 1990

[6] U.S. Army Transportation Engineering Agency. USATEA Report 73-2 A Transportation Eugineering Study of Military Ocean Terminal Bay Area, Oakland Army Base. California. February 1973. Military Traffic Management and Terminal Service. Newport News, Virginia 23606. p. 2.

[7] Hamilton, Captain James W. and First Lieutenant William J. Bolce, Jr. Gateway to Victory: The Wartime Story of the San Francisco Port of Embarkation. Stanford University Press. Stanford University, California: 1946. p. 18.

[8] MTMC Western Area, Oakland Army Base. Analysis/Environmental Assessment Report. Oakland, California. April 1985. p. 4.

[9] Bechtel-McCone-Parsons Corps. Proposed Additions Port and General Depot "Program C-1". Engineering Report No. 1282-2, Rev. 1. December 1, 1941/ U.S. Army, Oakland, California.

[10] King, Gregory. Historic Architecture Survey Report Part VII: Subarea D: Oakland Army Base. Volume 4. Office of Environmental Analysis Department of Transportation, Sacramento, California. August 1990

[11] Wullenjohn, Chuck. San Francisco Port of Embarkation "America's Pipeline to the Pacific". Public Affairs Office, Military Traffic Management Command, Western Area, Oakland Army Base, CA 94626. October 1985. p. 1.

[12] King, Gregory. Historic Architecture Survey Report Part VII: Subarea D: Oakland Army Base. Volume 4. Office of Environmental Analysis Department of Transportation, Sacramento, California. August 1990

[13] Wullenjohn, Chuck. San Francisco Port of Embarkation "America's Pipeline to the Pacific". Public Affairs Office, Military Traffic Management Command, Western Area, Oakland Army Base, CA 94626. October 1985. p. 1.

[14] Ibid., p. 1.

[15] Ibid., p. 2.

[16] Hamilton, Captain James W. and First Lieutenant William J. Bolce, Jr. Gateway to Victory: The Wartime Story of the San Francisco Port of Embarkation. Stanford University Press. Stanford University, California: 1946. p. 19.

[17] King, Gregory. Historic Architecture Survey Report Part VII: Subarea D: Oakland Army Base. Volume 4. Office of Environmental Analysis Department of Transportation, Sacramento, California. August 1990

[18] Wullenjohn, Chuck. San Francisco Port of Embarkation "America's Pipeline to the Pacific". Public Affairs Office, Military Traffic Management Command, Western Area, Oakland Army Base, CA 94626. October 1985. p. 6.

[19] Hamilton, Captain James W. and First Lieutenant William J. Bolce, Jr. Gateway to Victory: The Wartime Story of the San Francisco Port of Embarkation. Stanford University Press. Stanford University, California: 1946. p. 18.

[20] Wullenjohn, Chuck. San Francisco Port of Embarkation "America's Pipeline to the Pacific". Public Affairs Office, Military Traffic Management Command, Western Area, Oakland Army Base, CA 94626. October 1985. p. 5.

[21] U.S. Army Transportation Engineering Agency. USATEA Report: 73-2 A Transportation Engineering Study of Military Ocean Terminal Bay Area, Oakland Army Base. California. February 1973. Military Traffic Management and Terminal Service. Newport News, Virginia 23606. p. 4.

[22] King, Gregory. Historic Architecture Survey Report Part VII: Subarea D: Oakland Army Base. Volume 4. Office of Environmental Analysis Department of Transportation, Sacramento, California. August 1990

[23] Ibid.

[24] MTMC Western Area, Oakland Army Base. Analysis/Environmental Assessment Report. Oakland, California. April 1985. p. 6.

[25] Wullenjohn, Chuck. San Francisco Port of Embarkation "America's Pipeline to the Pacific". Public Affairs Office, Military Traffic Management Command, Western Area, Oakland Army Base, CA 94626. October 1985. p. 6.

[26] U.S. Army Transportation Engineering Agency. USATEA Report: 73-2 A Transportation Engineering Study of Military Ocean Terminal Bay Area, Oakland Army Base. California. February 1973. Military Traffic Management and Terminal Service. Newport News, Virginia 23606. p. 4.

[27] MTMC Western Area, Oakland Army Base. Analysis/Environmental Assessment Report. Oakland, California. April 1985. p. 6.

[28] MTMC Western Area, Oakland Army Base. Analysis/Environmental Assessment Report. Oakland, California. April 1985. p. 6.

[27] MTMC Western Area, Oakland Army Base. Analysis/Environmental Assessment Report. Oakland, California. April 1985. p. 6.

[28] MTMC Western Area, Oakland Army Base. Analysis/Environmental Assessment Report. Oakland, California. April 1985. p. 6.

[29] Cooper, William J. and Thomas A. Gaskin, ILT, USAF. Transportation Engineering Report 80-10-23 Facilities Planning and Transportation Engineering Study: Military Ocean Terminal Bay Area. Oakland, California. 1 May 1981. Transportation Engineering Agency, Newport News, VA p. I-3.

[30] MTMC Western Area, Oakland Army Base. Analysis/Environmental Assessment Report. Oakland, California. April 1985. p. 7.

[31] Ibid., p. 2.

[32] Wullenjohn, Chuck. San Francisco Port of Embarkation "America's Pipeline to the Pacific". Public Affairs Office, Military Traffic Management Command, Western Area, Oakland Army Base, CA 94626. October 1985. p. 6.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural Character: Building 161 is an example of the standard 700 series temporary mobilization construction for World War II. This building is an example of plan number 700-3099. While utilitarian in appearance, the massive scale of this timber structures illustrates the rapid build-up of military operations during World War II. The large size and capacity of the building demonstrates the movement of troops and cargo that the war demanded. The timber construction (see HAER Photograph No. CA-125-A-17) reflects the temporary nature of these buildings.

2. Condition of Fabric: The structure of this building was significantly impacted by the Loma Prieta earthquake of 1989 (see HAER Photographs No. CA-125-A-24, CA-125-A-25, and CA-125-A-26). Primary column supports have sheared and roof trusses are temporarily shored up with steel posts.

B. Description of the Exterior

1. Overall Dimensions: Building 161 is rectilinear in plan. The dimensions are 150' x 936'. Building height is 34'4" to the ridge.

2. Foundations: According to plans, Building 161 was constructed on soft fill-soil, with the standard foundation system of concrete pilings supplemented with an extensive system of wood pilings. Foundation systems were not accessible at the time of inspections.

3. Walls: The exterior finish material is 1" by 6" horizontal wood siding with the exception of the south elevation, which was replaced with vertical siding (see HAER Photograph No. CA-125-A-4). All siding is painted white. Due to the utilitarian nature of this building, there is no exterior ornamentation.

4. Structural System: Building 161 is heavy timber construction. The center and west column line contains 12" by 18" wood columns. The east column line contains 12" by 12" wood columns. The column system supports two Howe trusses. The dimensions of the east truss are 80'0" by 9'11", and the west truss is 70'0" by 10'3". Both trusses have a slight pitch. Exterior siding is supported on 4" by 6" studs. The flooring system consists of a 7-inch concrete slab laid on grad.

5. Porches, Stoops, Balconies: None

6. Chimneys: None

7. Openings

   a. Doors: All exterior doors have been replaced. There are eighteen overhead rolling metal doors located on the east and west elevation (see HAER Photographs No. CA-175-A-7 and CA-125-A-15), and one on the north and south elevation (see HAER Photographs No. CA-125-A-1 and CA-125-A-11). There are single metal personnel entrances on the north and south elevations. There are two metal personnel entrances on east elevation.

   b. Windows: Exterior windows have been replaced with metal sash frames, with the exception of four-over-four double-hung wood sash frames located at the ground floor northwest corner. Two clear stories extend the full length of the structure on both the east and west side (see HAER Photograph No. CA-125-A-19). These openings are translucent corrugated fiberglass panels.

8. Roof:

   a. Shape, coverings: Building 161 has a gable roof, with slight pitch covering one-half of the structure. The other half is covered with a sloping shed roof (see HAER Photograph No. CA-125-A-2). The roofing material consists of composition shingles set on 2" x 6" diagonal sheathing, supported on 4" x 14" purlins.

   b. Dormers: None

C. Description of Interior:

1. Floor Plans: Building 161 is rectilinear in plan, with no interior partitions except for two offices. The one located in the northeast corner is a fairly recent addition, and the other, located in the northwest corner, is of original construction (see HAER Photographs No. CA-125-A-19 and CA-125-A-21).

2. Stairways: Two sets of stairs provide access to second floor office space (see HAER Photograph No. CA-125-A-19). The northwest stair is constructed with 1" x 11" wood planks with 2" x 4" wood balustrades (see HAER Photograph No. CA-125-A-21). The northeast staircase accesses the more recent second floor office space. This staircase is of wood construction.

3. Flooring: The interior flooring is exposed concrete, except for vinyl tile covering in office and lavatory space.

4. Wall and ceiling finishes: Interior finishes are 2" x 8" diagonal wood sheathing. Ceiling finish is 2" x 6" diagonal wood sheathing. Interior wood sheathing is painted white, up to the level of the head of the loading door frame. Above that, wood sheathing is stained brown (see HAER Photograph No. CA-125-A-18).

5. Openings:

   a. Doors: Interior doors are confined to offices located in the north end of the building. Original wood doors have been replaced with metal doors.

   b. Windows: Interior windows include both original wood four-over-four double-hung wood sash , and metal replacement, windows (see HAER Photographs No. CA-125-A-22 and CA-125-A-27). The original wood windows, including wood sills, are located at the northwest corner offices.

6. Decorative features and trim: None

7. Hardware: No original or notable hardware.

8. Mechanical Equipment:

   a. Heating, air conditioning, ventilation: Warm air units are located in offices. These are all replacement equipment. Ceiling-mounted unit heating was noted in the original plans. No other HVAC systems were noted.

   b. Lighting: No original light fixtures were noted. Warehouse space is lit by replacement overhead incandescent reflectors. Original office space is light by bare incandescent light bulbs in porcelain lampholders. Newer office spaces are lit by ceiling-mounted fluorescent fixtures.

c. Plumbing fixtures: No original plumbing fixtures were noted. Only placement of toilets is noted on the original plans. The northeast corner office contains new plumbing consisting of water closet urinal and lavatory.

9. Original furnishings: None

D. Site:

1. General Setting and Orientation: Primary facade faces north. Building 161 sits on landfill adjacent to the Port of Oakland surrounded by asphalt paving. To the northwest is Interstate 80 (see Figure 1). Wharves No. 7 and No. 6, where transit sheds are located, form part of the pier structures. A ship-turning basin exists in the harbor, plus berthing slips for the cargo ships adjoining the wharfage areas.

2. Historic landscape design: None noted.

3. Outbuildings: None

PART III. SOURCES OF INFORMATION

A. Architectural Drawings: Building 161 was built from 700-series plan number 700-3099. A set of original plans is located at the OARB Engineering Office. Copies of six from the set of sixteen drawings are included as supplementary material.

B. Early views: No construction photographs of Building 161 were located.

C. Interviews: None

D. Bibliography:

1. Primary and unpublished sources:

Real Property Records. Buildings and Structures, Engineering Office, Oakland Army Base, California.

Bechtel-McCone-Parsons Corps. Proposed Additions Port and General Depot "Program C-1." U.S. Army Oakland, California. Engineering Report No. 1282-2, Rev. 1. December 1, 1941.

Cooper, William J. and Thomas A. Gaskin, ILT, USAF. Transportation Engineering Report 80-10-23 Facilities Planning and Transportation Engineering Study: Military Ocean Terminal Bay Area. Oakland, California. May 1981.

King, Gregory. Historic Architecture Survey Report, Part VII: Subarea D: Oakland Army Base. Office of Environmental Analysis, Department of Transportation, Sacramento, California. August 1990.

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Wullenjohn, Chuck. San Francisco Port of Embarkation, "America's Pipeline to the Pacific." Public Affairs Office, Military Traffic Management Command, Western Area, Oakland Army Base, California 94626. October 1985.

2. Secondary and published sources:

Fine, Lenore and Jesse A. Remington. The Corps of Engineers: Construction in the United States. United States Army in World War II, The Technical Services. Center of Military History, Office of the Chief of Military History, United States Army, Washington, D.C., 1972.

Hamilton, Captain James W. and First Lieutenant William J. Bolce, Jr. Gateway to Victory: The Wartime Story of the San Francisco Army Port of Embarkation. Stanford University Press. Stanford University, California: 1946.

E. Supplemental Material:

1. Figure I: Site Map
2. Photographs
3. Building Plans
4. Memorandum of Agreement

PART IV. PROJECT INFORMATION

Prepared by: Pamela Andros and Steve Turner

Affiliation: Tri-Services Cultural Resources Research Center
U.S. Army Construction Engineering Research Laboratory

Title: Historical and Architectural Documentation Reports for Oakland Army Base, California

Date: January 1992